RAILWAY JOTTINGS.

From returns obtained by the *Railway Chronicle*, of about 500 miles of railway now under construction, it appears that there are now employed on these 29,000 men, and 3,000 horses; and as this calculation comprehends one-fourth part only of the lines now in progress, it is assumed that 120,000 men and 12,000 horses constitute the total number employed. The wages paid for these amount to 500,000*l.* per week, or 26,000,000*l.* per annum. Half as much more is also further expended indirectly on labour connected with railways; as in preparing rails, chairs, stock, &c.; and on land and other materials as much more. Moreover, by the engineers' returns, it appears that in order to complete the works *in time*, an additional supply of nearly 20,000 men is required; or that the proper numbers that should be employed are 48,000 men and 5,000 horses. But these additional men *cannot be obtained*, and any attempt to increase the supply will only enhance prices beyond all probability of profitable investment.——The past week has been remarkable for the number of railway meetings held in compliance with the sessional orders; and in nearly every instance the resolution come to has been to proceed with the bills; but it is thought, notwithstanding, that by aid of the dissolution bill, there will be "a regular weeding process before three months have passed away." Sir R. Peel has stated in the Commons, that he is not prepared to advise that there should be any limitation fixed on the capital to be embarked in railways.——In respect to particular lines, this week there is very little matter of general interest to record.——Mr. Hind, of the Regent's-park Observatory, has reported to Mr. Stephenson, the results of his experiments with mercury at Kensal-green, from which it appears, that at a distance of 644 feet, a down-train, twenty seconds in the tunnel, produced not the slightest vibration, and that the distance where the vibration becomes sensible, and beyond which the trains will have no perceptible effect in this locality, is 609 feet. The amount of vibration at this distance being as 1, that at 60 feet is as 100.——A pointsman on the Northampton and Peterborough line has been very properly committed to prison for two months with hard labour, for employing his time in the formation of mouse-traps while he ought to have been turning points at Pilsworth.——The result of the Derby at Epsom was made known at Cambridge by the electric telegraph at half past four o'clock instead of eight P.M., at the earliest as heretofore. The telegraph on the Eastern Counties' line has been for some time completed as far as Chesterford.

DECORATIVE ART SOCIETY.

May 13th.—A paper "On Ornamental Floors" was read by Mr. Laugher. This subject was treated principally with a regard to modern appliances, and more particularly to the use of parquetry (or inlaid wood) in our principal apartments.

Several observations, however, were made respecting the pavements and floors of antiquity, of which several familiar imitations were referred to, in the painted floor cloths of the present day. It was observed, that boarded floors (usually of oak) were considered a very distinctive appurtenance to the English mansion in the 17th century, and that they received increased attention to ornamental effect in the early part of the 18th century, at which period the parquet floors had obtained considerable favour and were constructed at great cost. Carpets of home manufacture then began to enter into competition with them, and the use of foreign deals (which from their shrinking, rendered carpeting more essential to comfort) tended to the disuse of this superior kind of flooring. It was remarked, that at present, there was a revival in the feeling towards parquetry, and some explanations were given of several applications of steam and machinery (by Messrs. Steinitz and Co.) for accelerating not only the production of the geometric forms of the component parts, but ulterior processes of framing and construction, whereby considerable economy in time, labour, and cost resulted. Several observations passed upon the relative cost of parquetry, and it was said, that its price laid down marginally in dining-rooms, does not now exceed four times that of its imitation on painted cloths, and that for drawing-rooms, it is not more expensive than the richer kinds of carpet.

The advantages arising from having an inlaid margin of hard polished woods, were enumerated, and recommended to those who care to discriminate in such matters.

HABERZETTEL'S PICTURE OF JOHN THE BAPTIST PREACHING.

We briefly alluded to this fine work of art last week. It was produced in Rome by its author, after a residence in Italy of twenty-two years, and is the result of much careful study conjoined with skill. The scene is near the Jordan; the time, evening. St. John stands on an elevated piece of ground and speaks; around him are grouped infancy, youth, and age; the devoted, the converted, the sceptical. The expression of every head varies; each figure plays a necessary part in the picture, yet all point to, and are subservient to, the one impression. All are regarding the preacher, though with different feelings, with the exception of a mother, in the foreground, who seeks to pacify her infant. The variety of character, expression, and condition, judiciously introduced, the careful painting and finish of the picture, notwithstanding its great size, and the number of figures presented, and the elevated tone of the whole composition claim for Mr. Haberzettel our warmest praise.

OXFORD ARCHITECTURAL SOCIETY.

A meeting of the above Society was held on Wednesday evening, May 20th, the Rev. the President in the chair. The following new members were elected:—George Buckle, M.A., Oriel College; Charles Felix Verity, Lincoln College; and J. S. Gilderdale, Oriel College. The Hon. Secretary read the report of the committee, announcing the completion of the "Guide to the Churches in the neighbourhood of Oxford," the last part of which, and the entire volume, are now ready for sale; and also the immediate prospect of the publication of Mr. Petit's paper on parochial church architecture, which was read before the society last term. The progress of the works at Dorchester was next alluded to. The great east window is the part to which the attention of the sub-committee is now mainly directed, for the restoration of which Mr. J. P. Harrison has furnished a design, which will be executed as soon as the working drawings are finished. The subscription lately raised by the liberality of several members of Oriel College is to be applied in the first instance to the restoration of the beautiful and dilapidated buttress at the south-west corner of the church, from which it is hoped that the repairs may be extended to the whole west end of the aisle, including the re-building of the gable, and opening the west window. The roof of the sacrarium and the east window were suggested as proper objects for similar undertakings, on the part of individuals or societies. The estimate expense of the former is 191*l.*; of the latter 150*l.* The Rev. J. L. Patterson, treasurer, read a letter from the very Rev. the Dean of Hereford, in which he expressed his willingness to accept the office of local secretary to the society, and gave some account of the finial from Bp. Aquablanca's tomb in Hereford cathedral, of which he had presented a cast. This finial being the only one on the tomb which bore the crucifix, had probably, for that reason, been concealed, and was lately discovered in the cellar of a dwelling-house near the cathedral. Mr. G. W. Cox, of Trinity College, then read a paper "on the Choice of Sites for Religious Buildings." Mr. Freeman inquired, if any member present could account for the very frequent occurrence of a small church immediately contiguous to a large one. He instanced St. Margaret's and the Abbey, Westminster; St. Nicholas' and St. Mary's Abbey, Abingdon, and others. Mr. Brooke supposed, that in such cases the smaller church was built for the use of the dependents on the abbey.

The Wellington Statue.—In spite of the unanimous expression of public disapprobation, the works appear to be proceeding with inside the archway.

PEMBURY NEW CHURCH, TUNBRIDGE WELLS.

This church, of which the first stone was laid by the Marquis of Camden on the 11th of May, is intended to accommodate 271 adults and 96 children. It is to consist of a nave (with north and south aisles); chancel, tower and spire at west end of south aisle; and a north porch. The style adopted is perpendicular or third pointed. It will be built of stone given by the Marquis of Camden. The estimated cost is 1,900*l.* Mr. Constable, of Penshurst, is the builder. A local paper, describing the ceremony of laying the first stone, says coolly, "We had *almost forgotten* to mention, that Mr. E. N. Stevens, of Tunbridge Wells, is the architect." The gentleman who gives the luncheon, of course, and the Mr. Smiths and Mr. Jones who are present, are all duly mentioned on these occasions, but as to the architect, "the man who makes the drawing and just calls in now and then to see how the men are getting on," it is usually quite by accident if he is mentioned at all.

INSTITUTION OF CIVIL ENGINEERS.

May 26th, 1846. Sir John Rennie, president in the chair.

The paper read was "A memoir on the resistances to Railway Trains at different velocities," by Wynham Harding. The paper commenced by describing several series of experiments which had been made by different persons, with a view to determining the resistance at various velocities; some new experiments made by the writer on broad guage and atmospheric lines being given in detail. Great difference of opinion on the amount of resistance prevailed in 1837, when a committee of the British Association examined the subject, and reported upon it; notwithstanding this, it was found in 1845 that the estimates taken by some engineers, of the resistances per ton at high velocities, exceeded those acknowledged by other engineers by as much as 300 per cent.

It appeared that the same low estimate of resistance was advanced by the advocates of the broad gauge, before the gauge commissioners. It became, therefore, a matter of great interest, both in a theoretical and practical point of view, to determine which of these two estimates (differing thus widely) was correct, and the inquiry was stated to have been facilitated by the application of two novel and direct modes of measuring resistances, recently afforded to engineers by the Atmospheric Railway apparatus, and the application of Morin's dynamometer to determine the tractive force required in propelling railway trains, as used by Mr. Scott Russell in his experiments. In arranging the vast number of results afforded by experiments, the author proceeded on the following principle: he collected together all the results of experiments which exhibited uniform velocities maintained on a calm day, and on a line free from sharp curves; these results he calculated and projected in diagrams, and he shewed that between these results there subsisted the most satisfactory agreement and consistency.

He argued that the fact of the agreement of so many experiments, made by different persons, with different objects, on different lines of railway, during the last seven years; the resistance being measured in no less than four different ways, leads almost irresistibly to the conclusion, that the increase of resistance with the velocity was such as these various experiments indicated.

The result was, that the resistance per ton to a passenger train of say 30 tons, at a speed of sixty miles per hour, would be upwards of 50 lbs. per ton instead of 18 lbs. per ton, or nearly three times as much as had been estimated by some engineers.

The author in pointing to the results of these experiments stated, that he desired not to express any opinion in the paper, on the advantages or disadvantages of the atmospheric system, or upon the other practical points referred to. He then proceeded to apply to the experimental facts, a formula expressing the law suggested by Mr. Scott Russell, which appeared to afford results closely agreeing with the experiments.

The paper concluded with some remarks on the application of the experimental results

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